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50X1-HUM

CLASSIFICATION SECRET-CONTROL/US OFFI

SECURITY INFORMATION

COUNTRY Germany (Soviet Zone) REPORT

SUBJECT Werneuchen Airfield CONFIDENTIAL

EVALUATION PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 27 September 1951

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE

REMARKS

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1. On 31 July 1951, seven twin-engine aircraft with double rudder assemblies were towed out of the hangar No 3 at Werneuchen airfield. (1) The aircraft engines were then run for about 30 minutes after which the planes were brought back into the hangars. Hangars No 1 and 2 were closed and guarded. Hangar No 4 was closed but not guarded and hangars No 5 and 6 were empty. In the afternoon, 1 officer and 65 air force soldiers with their baggage arrived by train and went to the airfield. An estimated 500 air force soldiers were quartered in the barracks buildings. (2) Trucks were observed at the field. 50X1-HUM

2. construction had progressed at a normal rate. (3) About noon, approximately 100 air force soldiers with their baggage left a train and then marched to the airfield. Passenger car and trucks 50X1-HUM , the latter loaded with oxygen bottles. were observed at the field. 50X1-HUM

3. Between 7 and 12 August, no aircraft were seen at the field. The first hangar seen from the west was closed. The two hangars farthest to the east were open and empty. The other 50X1-HUM hangars were guarded. a total of about 700 men were stationed at the field. Trucks were observed on the road to Seefeld. (4)

4. Most of the laborers did grading work on the eastern section of the landing field. Three tractors were used there. The drainage ditch was provided with pipes as far as about 150 meters from the runway. The railway bed of the spur track was completed except for the strip from Park Strasse to the water works, where the top layer of crushed stones were not filled in. Work had to be discontinued repeatedly because the machines were in a bad condition. the target date for the completion had to be postponed to 50X1-HUM 1 October 1951. (5) Soviet inspectors allegedly found that the concrete cover in a strip of the runway did not have the prescribed thickness. Therefore, a strip of about 20 meters of the runway was torn and rebuilt. An advance detail of

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laborers of the Bauunion Firm had allegedly left for Strausberg airfield where a new concrete runway was to be built. (6)

5. On 23 and 24 August, the hangars at the field were guarded and no aircraft were observed. Bread deliveries were reduced to a daily quantity of 550 to 600 kg. 50X1-HUM about 100 men had left the field and that they were to be replaced by old troops from Jueterbog. Only air force officers, [illegible], and trucks the latter assigned to pick up the bread rations, entered and left the field. 50X1-HUM

6. About 200 men were excavating east of the runway. A power shovel was utilized there. While passing along the runway source observed that about 1,400 meters of the western section was concreted. The old spur track was removed. A strip of about 350 meters between the eastern and western sections of the runway was still to be concreted. The drainage ditch which began at the western end of the runway and extended toward the west was excavated to a length of 1,000 meters. Furrows which run on both sides of the runway lead the water from the sloping runway to the drainage ditches. Three additional cranes were set up at the loading site on the northern edge of the field, so that the dumpcars were loaded by five cranes. About 30 laborers were excavating for the spur track on the southern edge of the field. Ties were laid on a section of the line.

7. Between 6 and 10 August, a total of 3,600 laborers were working at the field. An additional power shovel with a capacity of ½-cubic meter was used. An area of 141,000 square meters was concreted. (7) The drainage pipes, north and south of the runway and in the restricted areas, were laid in concrete beds 20 cm thick. All the pipes were heavily reinforced. On 9 August, eight twin-engine aircraft were towed out of hangar No 3, west of the flight control building, and brought to hangar No 1. They were arranged in such a manner to take up as little space as possible. 50X1-HUM the pipes had to be considerably stronger because aircraft were to arrive at the field which had not yet been seen by Germans and which had a wing span of 120 meters. 50X1-HUM

8. Between 13 and 18 August, 3,800 laborers were employed at the field. Five new steam engines, 3 new Diesel engines, two 1-cubic meter power shovels and 2½-cubic meter mixers were additionally used. The narrow-gauge field railway trackage was extended to 21 km. An area of 164,500 square meters was concreted. (8) On 14 August, Colonel Zukolov or Zukolorov (fnu), from Werder inspected the field. 50X1-HUM the colonel was in charged with all airfield construction projects in the Soviet Zone of Germany.

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9. It was rumored in the technical office of the field that personnel were to be detached to Breslau-Schoengarten for the construction of an airfield there. Although many women were recently employed at the field, male laborers would not be free before 2 or 3 weeks. Therefore this rumor rather vague. 50X1-HUM 50X1-HUM 50X1-HUM

10. Between 19 and 25 August, 3,000 laborers were employed. The machinery included 21 steam engines, 32 Diesel engines, 8 power shovels, 5 automatic rams (10 to 20 hundredweights), 2 steam rollers, 2 Diesel rollers (5 tons), 2 tampers for power shovels (2 tons), 3 concrete mixers of which 5 had a capacity of ½ cubic meter and 3 with a capacity of 1 cubic meter, 32 electrically operated tampers and 14 electrically operated stirer bars for the mixing of concrete. There were 28,300 meters of rails available. Concreting of an area 176,000 square meters was completed. (10) This numbers also includes the concreted strips of the two connecting lanes to the taxiway.

11. During a conference in the technical office, the head of the Brandenburg office informed Herr Beinlich (fnu) who worked in the construction office that the drainage installation had to be enlarged by 1,000 meters in 1952. This enlargement may be connected with the northern by-pass runway. Therefore it seems possible that the southern section of the field will be used in 1952 while the northern section will still be under construction.

12. Large-scale construction was under way at the field on 24 August. Concrete pipes with an inner diameter of about 70 cm were stored in the western section of the field. The length of the pipes may be 80 to 100 meters. No aircraft were seen at th 50X1-HUM field.

Comments. 50X1-HUM

(1) The aircraft are kept ready for service although they are not used for flying. It is believed that the planes are assigned to the two bomber regiments stationed in Jueterbog and that they are no longer used because the two regiments were re-equipped with type-27 jet planes.

(2) The type of air force units concerned is not known. The previous location of the newly arrived personnel has not been determined. The arrival of the personnel is possibly connected with the expected return of one of the two bomber regiments in Jueterbog.

(3)

(4) Motor vehicle belongs to a ground unit of a fighter regiment stationed in Koethen.

(5) Previously, 1 September 1951 was the target date for the completion of the work. From the status of construction it is believed credible that the target date will be postponed.

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(6) The scheduled improvement work at Strausberg airfield was confirmed [redacted] Improvement will probably be conducted as part of the construction program for 1952. 50X1-HUM

(7) This indicates that about 1,760 meters of the runway were concreted.

(8) If the runway has a width of 80 meters a runway length of about 2,000 meters is concreted. 50X1-HUM

(9) [redacted]

(10) An area of 176,00 square meters is adequate for a strip with a length of 2,200 meters. After deduction of the length of the connecting lanes a strip of about 2,100 meters was concreted.

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